R Doesn't Pay Much, but R's a Good Thing for the Transit Development Co., in Which Some B. R. T. Men Are Interested _70 Concerns in the Combined System.

President E. W. Winter of the Brooklyn Rapid Transit Company, testifying yesterday at the Public Service Commission's investigation into the local railroad conditions, a imitted that the running of freight, express and mail cars on the Brooklyn surface lines was an impediment to the passenger car service. It was also brought out that the receipts of the company for the carrying of freight and mails amounted to a very small proportion of its total Mr. Winter admitted also that this business was being continued despite the fact that on some of the company's lines more cars were operated than on any other line in the country.

William M. Ivins, special counsel to the commission, took up a large part of the day's hearing in spreading on the records technical details regarding the companies now comprised in the B. R. T. He was interested particularly in the organization of the Transit Development Company. It is this concern which holds the lucrative contract from the city for the removal of garbage in Brooklyn. The cars of this company are run over the B. R. T. tracks, and although it was originally capitalized at only \$25,000 the assets of the com; any are now placed at \$18,748,950. It owns power houses which supply electricity to the B. R. T.

Although Mr. Ivins contented himself resterday merely with touching the surace of the history and developments of the Transit Development Company, it is understood that he will be in a position to show at future hearings that the Transit Development Company has been fed at the mense of the Brooklyn Rapid Transit. The company is almost entirely owned, Mr. Ivins said, by A. N. Brady and Senator Pat McCarren.

The Transit Development Company is the successor of the American Railway Traffic Company, which was formed in 1902 when H. Milton Kennedy acquired a five year contract from the city for the removal of ashes and garbage in Brooklyn. Before that time Mr. Kennedy had been in the employ of the B. R. T. company. Mr. Kennedy was unable to continue the contract and he sold out to the Transit Development Company, which was formed for the purpose of acquiring Kennedy's interests.

. Winter testified yesterday that the price paid to Mr. Kennedy was \$50,000 and that the present capitalization of the Transit Development Company was \$500,000. Mr. Winter added that the stock of the company was now virtually owned by the B. R. T.

company.

"And the \$500,000 par is what was paid for it?" Mr. Ivins asked./ Mr. Winter as-

"So \$500,000 was paid for what was bought from H. Milton Kennedy for \$50,000?"
"Oh. no," replied Mr. Winter. "It is a company of many assets. It has two power stations and a good deal of other property. Some of this property, Mr. Ivins intends to show, consists of swamp lands which have

been filled in by the garbage and ashes re-moved by the company. The value of the moved by the company. The value of the company's assets, Mr. Winter said, was 18,748,950. It was brought out by Mr. lyins that besides the power houses referred. lyins that besides the power houses referredto the Transit Development owns the repair
shops and works at East New York which
are used by the B. R. T. company.
It was shown in the course of Mr. Winter's
testimony that there were seventy subsidary companies now combined in the B. R.
T. system. The gross receipts of the B. R.

T, system. The gross receipts of the B. R. T. for the year ended June 30 last amounted to \$19.381,587, and of this sum the amount derived from the passenger traffic was \$18,443,383. The returns from the carrying parcels, \$439,640, and carrying of mail, 334,894

Mr. Winter was not inclined to agree to the suggestion that the freight business was acause of irregularity and congestion of the

"Well now," Mr. Ivins said, "I will take one point of congestion and ask you how many cars in a day pass over the surface road in front of the Court House and Hall of Records?"

"I have not the statistics of twenty-four hours in my mind," Mr. Winter answered, but in the rush hours a little less than 700 cars an hour pass that point in Fulton

O Doesting allow of any passage hetween be cars whatever during the continuance of such a condition as that? A. The least pos-

Q. A man can, if his luck is good, get across the street at that time? A. They do. Q Do you know of any other point, so far par extended experience as a transsuch a congestion as to result in the passage ween six and seven hundred cars over doubt if there is such another point in this country I have gover seen any other any-

Q. Have you not a similar congestion at the identical point in respect of your glevated Prvice? A. Not so great.

Q. Not so exaggerated, but nevertheless

quite dense in rush hours at that point, but not so that it cannot be moved comfortably and freely over the lines. That is not the point of congession of the elevated service. Q. Well, now, do you run any express ears, freight cars, mail cars, or garbage and refuse cars over the lines, either elevated or surface, at that particular point of conoon and s and 7 o'clock in the afternoon? morning and the evening, but we run no cars character through there during the rish hours, where the density of the traffic such that it would be troublesome.

"What do you call the rush hours." Mr. What do you call the rush nours. His next asked, and to the general merriment Mr. Winter said he could not exactly tell. He called on General Superintendent Menden. Mr. Menden gravely replied that they were between 6:30 and 9 o'clock in the mercial said that and 7 o'clock in the morning and between 4 and 7 o'clock in the

reeded, "do yo benger cars?" "It was he where "Mr. ing those hours," Mr. Ivins prodo you operate anything but pas-

intended to operate any Q. But as a matter of fact, are other cars operated? A. There may be circumstances under which cars might go in that district

Q. Well, now, as a matter of fact, since weare on that particular point, geographically Weare on that particular point, geographically int that one of the points of greatest init your problem in Brooklyn? A. Of

tamiliar to you or I would put it in this you or I would put it in this *ay, how long have the present conditions of intense congestion prevailed? A. As long as I have known the property, with the con-Trasing steadily with the increase

mything been done during that was constructed in conjunction with the Coney Island and Brooklyn Company for the purpose of relieving the condition there.

May be about to construct a line through Livingston street which will be quite a malerial relief in that respect.

There was another laugh when Mr. Winter admitted that he had not a very clear dea or but where Gold street was. 4 And now, because of the fact that the \$1,316,532.

AVOIDABLE B. R. T. CONGESTION | handling of freight and commodities other of the human element, will you tell us how your freight system is handled, that is, as to the times of day in which most of your freight traffic is done? A. Nearly all of the car move-ment on the trolley lines is done at night. On the outlying T rail lines we do not confine the movement entirely to night. A part of it is done at that time. It is more with reference to the convenience of the patrons on those

> Q. Now, what proportion of the material moved by the American Railway Traffic Com-pany is moved by day? A. I think a large Q. As much as half? A. I should say so.

Well, ian't there a provision in your contract with the city that it shall all be moved by night? A. There is.
Q. Will you tell us why it is not moved by night instead of by day? A. Because it is not

possible to handle it all at night. Q. Go into details with regard to that and give us the elements of that impossibility. The material is not offered in a manner that would enable us to take it away all at night. That question was very thoroughly Cleaning before we took the contract over were assured that that feature of the contract would not be exacted in its performance

because of the impossibility.

Q. Well now, is it not a fact that the doing of that particular business, and we will say something in excess of 50 per cent. of it during the daytime, does in at least some measure interfere with and impair your capacity to handle your passengers? A. It is liable to. Q. As a matter of fact at times it does. does it not? A. I have no doubt it does at times.

to the congestion of which the community complains? A. I can hardly answer that question. I know of no circumstance where it has been troublesome to that extent, but it s liable to be; anything moving on those tracks other than the passenger business s liable to interfere with that business at some time or another. Q. What is the most profitable element of your business, Mr. Winter? A. The pas-

O. What is the least profitable? A. Carrying United States mail, I think The inquiry will be resumed at 11 o'clock

CONSOLIDATED GAS BORROWS.

Gets \$5,000,000 on 6 Per Cent. Notes

-Stock Breaks 3 1-4 Points. The Consolidated Gas Company of New York has sold to N. W. Harris & Co. \$5,000,000 f one year 6 per cent. notes. The money s to be used for general corporate purposes, to complete the first unit of the gas plant at Astoria and for additional equipment for the electrical department of the business. It is understood that practically all the issue has been placed with investors at 99. On the Stock Exchange yesterday Consolidated Gas stock broke 31/2 points, to 104, partly on account of the news of the loan. In 1904 the stockholders subscribed for \$20,000,000 of 6 per cent. debenture bonds at par to supply funds for the Astoria plant.

UNIFORMITY IN BUSINESS LAW. American Bar Association Committee Reports on Its Efforts.

The committee on commercial law of the American Bar Association has prepared the report which it will submit at the annual meeting of that body in Portland, Me., on August 27.

Two chief subjects are considered, the national bankruptcy act and the uniform laws of sales and warehouse receipts which it is desired that all the States shall adopt. On the first point these are the important suggestions

The committee believe that the definition of insolvency, in fact, should be enlarged and that the statute should provide that insolvency may be further proved by any one of the three following circumstances,

1. By return of nulla bona to a writ of fleri due course of business as they mature. (This

to be limited to commercial classes. 3. By the appointment of a receiver for copartnership or corporation which is

And the committee further recommend that the enumeration of acts of bankruptcy be modified or enlarged so as to coincide with the new definitions of insolvency in

The efforts of the committee to secure uniformity of laws are thus summarized: In six of the States there has been no session of the Legislature since the last meeting of the association. The sales act has not been introduced in the Legislature of thirty-three other States, and the warehouse receipts act has not been submitted in the Legislatures of twenty-seven States where they have convened. The sales act has been actually adopted in Connecticut, New Jersey and Arizona, or in two States and one Territory in all. It was introduced, but not passed, in the Legislatures of Georgia, Maine, Massachusetts, Minnesota, Nebraska, New York, Pennsetts, Minnesota, Neoraska, New York, Fenn-sylvania and Washington. The warehouse receipts act has become the law of Connec-ticut, Idaho, Illinois (in slightly modified form), Iowa, Massachusetts, Montana, New Jersey and New York, or eight States in all. It was introduced, but did not pass, in the Legisla-tures of Florida, Georgia, Maine, Minnesota, Nebraska, Pennsylvania and Washington The Constitution of the new State of Okla-homa has not yet been submitted to the voters for ratification and there is of course no action to report from that commonwealth The committee have been able to obtain no re-port on either bill from Mississippi: the last advices from Alabama indicate that the ware-house receipts bill is pending in the Senate

of that State.

It will be observed that Connecticut and New Jersey are the only two States which have adopted both laws. They were also introduced in Congress for the District of Columbia, but were not reached owing to

the short session of Congress.

The committee recommend the approval by the association of both the uniform sales act and the uniform warehouse receipts act, and that a special committee, or special committees, of the association be appointed to secure their passage by the Legislatures of those States which have not already adopted them, including their adoption by Congress for the District of Columbia.

U. S. MORTGAGE AND TRUST CO. Bankers' Trust Co. Opens Negotiations for a Controlling Interest.

The Bankers' Trust Company has opened negotiations for the purchase of a controlling interest in the United States Mortgage and Trust Company. The purchase will not be made for some months to come it is said, and the companies will continue, even in the event of an acquirement of even in the event of an acquirement of control, as separate institutions. A large amount of the stock of the United States Mortgage and Trust Company is held by the Mutual Life Insurance Company, which under the law will have to dispose of its stocks within a few years. Other life insurance companies have similar holdings, and the proposed action in this case is considered as the forerunner of the acquirement by new interests of a majority of the stock of a number of other trust companies.

Lehigh Valley's Prosperous Year. PHILADELPHIA, Aug. 14.—At a special meeting of the directors of the Lehigh Valley Railroad Company to-day the report for the fiscal year ended June 30, 1907, was presented and approved. This showed total gross earnings of \$36,068,431, an increase over 1906 of \$3,278,574. Operating expenses for the same period were more by \$1,962,042 than the preceding twelve months, leaving pat increase of twelve months, leaving net increase o

GOSSIP OF WALL STREET.

The failure of the Pope Manufacturing ompany was no surprise to the banks. a week or more, among many rumors of the exhausted credit of industrial and mercantile concerns, the most persistent pointed to the Pope and another well known concern in New England. In regard to the other it was said that a good chance of averting a receivership remained, though. Since the failure of Milli-ken Bros. it has been believed that many other concerns have overextended their credits and bankers have accordingly been extremely acceptances of mercantile paper. There is hardly a possibility that any such failu can seriously involve any bank or banking nstitution. As far as the stock market is con cerned, the decline in prices has, if there remain any to look at the matter sensibly, much more than discounted failure reports and every other

The predecessor of the Pope Manufacturing Company, the American Bicycle Company, had its securities listed on the Stock Exchange prior to its failure half a dozen years ago The Standard Oil party bought into it a few onths before the failure, looked over the books and got out again as soon as pos Col. Pope taking much of the stock off their hands. While the Standard party was getday of the failure thousands of shares sold and exactly nothing when the broker's com-mission is deducted. Holders seemed to have an idea that the chance of being assessed on the stock was greater than the chance of any

It has been well known since the reorganiza tion of the bicycle company into the Pope Manufacturing Company that the latter was running along on light working capital. The and was dealt in only intermittently on the curb. The company's indebtedness to local banks or banking institutions was not sufficient to cause the slightest concern. Nevertheless the break in the market followed rather closely on the announcement of the failure. It may have been the cause of the break as indicating to professional traders an occasion for anothe harp attack on prices, but in the opinion of others the break was merely a coincidence and was due principally, as far as the con tinuance of liquidation was concerned, to the bandonment of all efforts to arrive at some understanding between corporate interest

There was no difference of opinion about the cause of the failure. It was due entirely to an inability to secure extension of credi and this inability was due in part to the fright over the anti-corporation propaganda. There were expectations that a high Washington official might write congratulatory letters to himself on adding to his game bag one of the big covey of game he has declared to be

then the market showed signs of demoralization there was a repetition of the experience of previous days in the decline. There was however, the difference that the support was not forthcoming until prices had become more unstable than on the other occasions. On the others the support has come when the market was feverish. Yesterday it did no come until it was sick and, it seemed, very "Sick to the point of croaking," one

The sheets went through the Clearing House cleanly, but the failure rumors became more persistent subsequently. the first time names were mentioned with considerable freedom. A careful investigation of the rumors in which names were men tioned brought out assurances that these uses were in no distress, but not a banker in the Street would have been surprised at an announcement to the contrary. Margins on loans are exhausted more quickly in a decline from a low price than in a like decline from a high price. Yesterday's decline of 8 point in Amalgamated Copper, for instance, equal to 14 per cent, of the price at which the stock sold at the close of the preceding day. A decline from'100'to 92, prices at which Amalgamated sold earlier in the year, would have been but 8 per cent, decline,

One of the largest holders of the Interborough-Metropolitan collateral trust bonds has become used to furnishing additional collateral on a loan largely secured by these As the bonds have declined in price he has sent over repeatedly blocks of bonds as additional security. Latterly he has had a form printed reading something like this Enclosed find — Interborough-Metropolitan bonds to apply as additional collateral on Only the number of the bonds and the signature are left vacant in the printed

like showed in the Street yesterday but did little buying. It was everywhere agreed that there was a very abrupt cessation of this buying, which was a feature on Tuesday. It could not have been because stocks were not cheap enough, for at any time in the afternoon most of the shares could have been secured at lower prices than on Tuesday, and they must have come to the belief that there would be a better time to buy in the future. with about \$7,500 between them for the express purpose of getting some stocks and taking them home. They found the atmosto them when they left home began to seen dear. Their money went back home with

The stocks of subsidiary companies of the Inter-Met system are faring almost as badly as the stocks of the dominant concerns. The two most prominent guaranteed stocks, Third Avenue and Manhattan, were conspicuously weak yesterday. In the break in March the low for Manhattan was 120. Yesterday it closed at 120, after a loss of 5 points on the day. Third Avenue, which held above par in March; sold down to 76, 12 points off for Concurrently Inter-Met common sold down to 8% and the preferred to 28% looked much worse vesterday than Brooklyn prices for the first time and sold down from 47 to 41%. The fact that the Public Service Commission, was examining this company for the first time seemed naturally the cause

The declines in the guaranteed subsidiary stocks of the Inter-Met may not have been due entirely to the investigation. It was a terribly bad market on which to place any inactive stock or specialty. For many of these not an offer could be secured except at such reductions that the people with stock to sell considered them absurd. One broker had an order to sell 100 shares of a fairly well known railroad stock. He heard from the floor that there was bid 2 points below the previous close, which was well under 30. He sent back word to sell at that price only to earn that the offer had been withdrawn. The only other offer was at a concession of points or about a third of the value of the stock as represented by the previous day's figures. It was decided to hold the stock for another day.

The only authentic report regarding a change in attitude on the part of Washington authorities was that Attorney-General Bonaparte had been admonished to be more re-served in his ufterances. It is everywhere granted that an immense amount of harm has been done by the undignified and even flippant manner in which this official has discussed questions of the gravest importance. A banker said yesterday inded him of a child laughing in high glee after breaking a costly vase. Mr. Bonaparte, t was said on high Government authority. will endeavor to conceal his satisfaction in the future no matter how violent the losses in security prices may become,

There were indications that the short interest was very large, but there was nothing to show that the shorts considered their position overextended. Many of those who covered out out fresh lines in the afternoon and renewed operations with as great assurance as on any previous day,of the deeline. The talk in brokerage and banking circles was as blue

as ever. In some of them an even greater dejection was apparent on account of the fears of failures. Time money rates were high and firm all day, with very small offerings. Hope of reason striking various Adninistration authorities was well nigh abanloned. Generally there was not the slightes change for the better in any underlying con-dition. The progress of the sheets through great interest to-day.

IRON AND STEEL OUTLOOK. Foundrymen Keeping Out of the Market -Little New Business.

The Iron Age says: Foundrymen large and small seem to persist in the policy of keeping out of the market and even the large smelters are buying only from week to week for prompt de They are encouraged in their course by constantly lower prices in some sections. other districts, mostly in the South, the makers are clinging to the prices which have prevailed for a considerable time, but they are not making any sales, and in some com-petitive markets are dollars above the asking prices of other producers.
In steelmaking from interest centres

entirely on basic fron, which is weaker. Aside from one lot of 5,000 tons in the East no business is reported, but it is more than probable that a buying movement in this branch of the iron trade will set in during the next few weeks in the district east of the Alleghany Mountains.

There has been no further buying of steel leading interests since last week. While steel works and rolling mills have year, and while they are crowded now, it is indentable that on the whole new order are coming in at a considerably reduced rate, so that the winter may find a slackening

f operations necessary.

An interesting transaction in the rail trade reported from Chicago. It appears that the Santa Férroad has bought 15,000 tons from the Colorado mill and 8,000 tons from Maryland, delivery to begin at once. The cent. of the ingot.

Quite a good business has come to the structural shops. In Chicago the contract for 8,000 tons for the La Salle Hotel has been placed. Various interests have taken an aggregate of 4,500 tons of bridge work for a number of different railroads, 3,500 tons for two buildings in New York, 7,000 tons for tional Tube Company and 2,000 tons for a training school at North Chicago. The transfer of the Pennsylvania terminal work from the Millikens to the Carnegie company now formally arranged. It is of interest to note that in addition to the 20,000 tons involved 6,000 to 7,000 tons more have been contracted for. The deliveries are to begin

THE COTTON MARKET.

A Decline, Though Texas Has No Rain of Consequence -Stock Market Rumors and Theodore Price's Hammering Had a Depressing Effect. Prices broke in the afternoon on persistent

hammering and whisperings about Wall Street conditions, though earlier in the day

the situation was simply this, that Texas was dry and hot enough to prevent any market dethat it prevented anything more than a temporary rally. Much of the time the move ment of prices was within a comparatively narrow compass. Somebody circulated rumors of rains here and there in Texas, just as they have several times of late. Nothing in the official news, so far as it went, confirmed them. Austin's so-called rains on Tuesday proved to be merely a passing shower, leaving it about as hot as it was before or more so. All the Texas rain that the map showed yes terday was five-eighths of an inch at Galves-Telephones were working if the wires were not and there are at least a few Southern pears. Yet no authentic information of important rains in the South west came to hand. For a time, however, rumors of rain, a de-cline in the stock market and the dulness of speculation produced partly at least by the telegraphers' strike had a depressing effect. The fact that the discount on September of late as compared with October has more than doubled was also remarked upon cotton. That might be due to two thingsfirst, a belief that there will be a revision of differences in about a month which will not give the lower grades the advantage which they have at present; and secondly, the tight ness of the money market of late and rumors that companies are calling in their funds from commission houses generally. Then, too, the failure of a large manufacturing company was certainly not calculated to hearten up people, ven if it had nothing to do with cotton directly Wall Street houses sold particularly in the afternoon, and there was more or less selling also for the South. New Orleans and Liver-

Wall Street houses sold particularly in the afternoon, and there was more or less selling also for the South. New Orleans and Liverpool were at one time buyers. Meantime the legitimate situation of cotton seems as strong as ever. An instance of this was seen in the increased spot business at Liverpool; Just now three things are of paramount importance to the cotton man and will have more than anything else to do with the direction prices will take in the immediate future. They are the tone of the stock exchanges, the weather in Texas and the telegraphers' strike.

Hubbard Bros & Co, said: "In the south Atlantic States conditions have been favorable, so that the tendency in that section has been to sell short in anticipation of a large yield. The cotton crop on the whole has gone backward and the disturbances in the financial circles have unsettled the minds of buyers in Europe, who were told that great danger existed of financial depression, which would seriously affect the marketing of the cotton crop regardless of its size at present prices. We do not believe that any serious financial trouble is in sight. The crop has many contingencies to, encounter. It is apparently deteriorating over a large area, the receipts are light and while speculation is lacking and the price is high it is by no means certain that we shall produce a crop from a poor start equal to the requirements of the spinner."

Messrs, Price, Hutton, Bache, Schill, Carpenter, Wilson, McIntyre, Mitchell and Dick were prominent in the selling. The buying was scattered and largely to cover shorts.

Carpenter, Baggot & Co, said: "Close students of the situation are taking the position that 12 cents for October is a good price and that any reports of rain will cause a material depression in prices, while an advance just now under the present financial stress will be accomplished only with great effort. At these prices every bale of available cotton will probably be rushed to market as fast as it is ginned. This may have a tendency to temporarily rel

Futures declined 14 to 17 points, closing barely steady, with estimated sales of 300,000 bales. Prices as follows:

Futures in New Or'eans were as follows: Open High Low Clos-ing. est, est. ing. 12 39 12 41 12 24 12 24 12 32 12 34 12 18 12 18 12 40 12 41 12 26 12 26 In Liverpool spot cotton advanced 8 points.
Middling, 7.38d., against 5.58d. last year.
Sales, 10,000 bales; imports, 3,000. Futures
advanced 5½ to 6 points, but lost part, closing
2 higher. Prices as follows: Wednes- Tues

Mr. Kelsey's Insurance Reports. ALBANY, Aug. 14. State Superintendent

of Insurance Kelsey to-day issued that part of his annual report relating to assesspart of his annual report relating to assessment, fraternal and live stock associations. There will be a delay in printing the regular edition of the life and casualty report of this year carrying the audited figures, Mr. Kelsey says, because there is so much of it. The casualty report will be ready within ten days and will be ready within ten days and will be a separate volume. The life report will probably be ready about the middle of Octaber.

NOTICE IS HEREBY GIVEN that, in pursuance

NOTICE IS HEREBY GIVEN that, in pursuance of the provisions in that respect contained in its First Mortgage to THE CENTRAL TRUST COMPANY OF NEW YORK and WILLIAM NELSON CROMWELL, as Trustees, dated August 18, 1897. PANAMA RAILROAD COMPANY has elected to call in, pay and redeem, on October 1, 1807, all its outstanding First Mortgage Four and One-half Per Cent. Iwenty-Year Shaking Fund Gold Bonds of the aggregate face value of \$2,148,000, at one hundred and five per centum of the face amount of principal thereof and accrued interest thereon to October 1, 1907.

The undersigned Trustees will, in conjunction with the Assistant Treasurer of the United States, at New York, on and after October 1, 1907, pay and redeem, at the rate aforesaid, said outstanding Four and One-half Per Cent. Twenty-Year Sinking Fund Gold Bonds as and when presented in "gottable form with the coupon of October 1, 1907, and all subsequent coupons accompanying the same, at the office of the CENTRAL TRUST COMPANY OF NEW YORK, 54 Wall Street, out of cash deposited with said Trust Company for that purpose and the proceeds of a Treasury Warrant drawn in favor of the Assistant Treasurer of the United States, at New York, to carry out the terms of the Act of Congress entitled. "An act making appropriations for sundry civil expenses of the Government for the fascal year ending June thirtieth, inneteen hundred and eight, and for other purposes," approved March 4, 1907, providing, among other things, for the retirement of said Bonds, Interest upon the said Bonds will cease on and after October 1, 1907.

Dated New York, July 31, 1907.

THE CENTRAL TRUST COMPANY OF NEW YORK Assistant Secretary.

F. B. SMIDT; Assistant Secretary.

RELIABLE AGENTS WANTED TO SELL FIRST CLASS MINING STOCK FOR A STOCK EXCHANGE HOUSE: REFERENCES RE-QUIRED. W. H., BOX 122 SUN OFFICE.

ALTON R. R. MAY BE IMMUNE Bonaparte Orders Rebate Prosecution

Halted-Gave Promise in Oil Case. CHICAGO, Aug. 14.-Judge Landis in the United States District Court to-day yielded to Attorney-General Bonaparte at Washington and suspended the special Grand Jury inquiry into the Chicago and Alton Railroad's dealings with the Standard

Oil Company.

Judge Landis, however, did not take final action, but said the Alton officials must prove to the Attorney-General that they kept full faith with the Government in furnishing evidence of rebates against the Standard Oil Company before they can ask the Government to grant the immunity said to have been promised.

To enable the District Attorney to pre-

pare a transcript of the evidence giver in the oil trial by the railway officials, which will be forwarded to the Attorney-Genera for his information, the Court grante the Grand Jury a recess till September 3. What action will be taken by the Grand Jury when it meets again will depend en-tirely, the Court indicated, upon the conlusions of the Attorney-General as to that good faith requires the Government

If the Attorney-General concludes that the railroad has lived up to the promises that obtained for it the assurance of immunity, and if he convinces the Court that no prosecution can proceed without a violation of the immunity agreement, then the Alton will escape, and the Grand Jury will not make an investigation.

West Chicago Bondholders Get Together. James N. Wallace, Hugo Blumenthal and Frederick H. Ecker have consented to act as a committee in the interest of the 5 per cent, consolidated mortgage bonds of the West Chicago Street Railroad Company. Joline, Larkin & Rathbone have been appointed counsel. The committee has issued a circular stating that the terms of the plan of reorganization of the Chicago traction properties may destroy the value of the bonds and announces that the bonds may be deposited at the Central Trust Company up to September 16, 1907, under an agreement which will be ready for delivery at the office o the trust company.

Third Avenue Surface Cars Blocked Two

An empty Third avenue car was being shunted into the barns at Sixty-fifth street last night when the rear truck failed to take the switch. The car fell into an ex-cavation underneath the track and traffic was interrupted from 6:10 until after 8

MARINE INTELLIGENCE:

MINIATURE ALMANAC THIS DAY. Sun rises.... .5:05 Sun sets......6:56 Moon sets.
HIGH WATER THIS DAT. Sandy Hook 11-19 Gov Island 11 51 Hell Gate ... 1:44

Arrived-WEDNESDAY, Aug. 14. Arrived—WEDNESDAT, Aug. 14.
Ss Grosser-Kurfuerst, Bremen, Aug. 4.
Ss Italia, Leghorn, July 27.
Ss Mesaba, London, Aug. 3.
Ss Pretoria, Tocopulla, June 18.
Ss Maranhense, Manoas, July 27.
SS Cubana, Caibarten, Aug. 10.
Ss Yumuri, Port Antonio, Aug. 9.
Ss Domingo de Larrinaga, Havana, Aug. 9.
Ss Prinz August Wilhelm, Fortune Island, Aug. 10.
Ss Apache, Jacksonville, Aug. 11.
Ss Princess Anne, Norfolk, Aug. 13.
Ss Pawnee, Philadelphia, Aug. 13.
Ss Chesapeake, Baitmore, Aug. 12.
Ss Voiga, Newport News, Aug. 13.

ARRIVED OUT. Ss Vaderland, at Antwerp from New York, Ss Majestic, at Plymouth from New York, Ss Oscar II., at Copenhagen from New York, Ss Furnessia, at Glasgow from New York, Ss President Lincoln, at Hamburg from New

Ss Oceanic, from Southampton for New York Ss Caronia, from Queeastown for New York. Ss Kaiser Wilhelm der Grosse, from Cherbou or New York. OPTOOING STRAMSRIPS

Sail To-day Mails Cedric, Liverpool.

La Bretagne, Havre.
Heiligolav, Copenhagen...
Biuccher, Hamburg...
Barbarossa, Bremen
Merida, Havana...
Bayamo, Havana...
City of Adanta, Savannah.
Princess Anne, Norfolk 9 00 A M Prins Willem IV. Hayti. . . . 11 00 A M Border Knight, Pernambuco. 12 00 M Ada, Cienfuegos. Apache, Jacksonville. Hamilton, Norfolk. Salt Saturday, August 17.

St. Louis, Southampton. 6 30 A M.
Etruria, Liverpool. 6 30 A M.
Princess Irene, Naples.
Pennsylvania, Hamburg...
Mesaba, London. Mesaba, London, Zeciand, Antwrerp, Astoria, Glasgow, Madonna, Naples, Caracas, Curaçoa, Ponce, Ponce, Soldier Prince, Pernambuco. Soldier Prince, Pernamouco, Havan, Hrvana, Silvia, NewYoundland, Advance, Colon, VeneMa, Inagua, Prinz Aug, Wilhelm, Jamaica, Manoa, St., Thomas, City of Memphis, Savannah, Monroe, Norfolk,

Due To day. Regina Elena... Prinzess Irene. Norea. Santiago... Havana... Aux Cayes. Brunswick Amerika. Hamburg... Liverpool... Southampto Lucania.
Philadelphia.
Pr neipe di Pieme
City of Columbus
El Siglo.
Parima.

By Marconf Wireless Ss Teutonic, for New York, was 307 miles east of Sandy Hook at noon yesterday.

Ss La Provence, for New York, was 300 miles southeast of Cape Race at 12:20 A. M.

Ss Celtie, for New York, was 1,220 miles cast of Sandy Hook at noon.

No Extra Charge for It. Advertisements for TRE SUN and TRE Evening Sun may be left at any American District Messenger office in the city.

TO THE HOLDERS OF Five Per Cent. Consold:atad Mortgage Bonds

OF THE West Chicago St. R. R. Co.

Recent proceedings in the United States Circuit Court in Chicago indicate that a plan of reorganization of the properties of the Chicago Union Trac tion Company will be forced through with the possible effect of destroying the security of your bonds. In order to prevent disastrous consequences to

your interests, it is necessary that a united effort should be made to protect your property rights. The undersigned, at the request of the holders of a large number of West Chicago Street Rail-road Company Five Per Cent. Consolidated Mortgage Bonds, have consented to act as a Committee On and after August 15, 1907, and up

and including September 16, 1907, bonds will be received by CENTRAL TRUST COMPANY OF NEW YORK, No. 54 Wall Street, Borough of Manhattan. New York, as depositary under an agreement, copies of which will then be ready for delivery at the office of said Trust Company. Suit able certificates will be issued by said depositary in exchange for bonds deposited. Bonds de posited must bear the coupon maturing Novembe 1, 1907, and all subsequent coupons

HUGO BLUMENTHAL. FREDERICK H. ECKER

JOLINE, LARKIN & RATHBONE, Counsel, F. L. BABCOCK, Secretary, 54 Wall St., New York

INVESTORS READ The Wall Street Journal

DIVIDENDS AND INTEREST

SLOSS SHEFFIELD STEEL & IRON COMP'Y The Board of Directors of this Company have this day declared a quarterly dividend of ONE AND ONE QUARTER PER CENT. (14%) on the Common Stock, out of the earnings, payable August 31, 1907, at the office of the Guaranty Trust Company of New York, to stockholders of record at three P. M., August 19, 1907, at the office of the Central Trust Company of New York, transfer agent.

F. L. MORRIS, Secretary and Treasurer. New York, August 13, 1907. AMERICAN SMELTERS SECURITIES CO.

AMERICAN SMELTERS SECURITIES CO.

71 Broadway, New York, August 7, 1907.
Quarterly Div. No. 9, Pfd. Stock, Series "B."
The Directors of the American Smelters Securities Company have this day declared a dividend of 13% on Preferred Stock, Series "B." of the Company, payable September 1st, 1907. to stockholders of record on that day.
The books of the Company for transfer of the Preferred Stock, Series "B," will be closed at 12 o'clock noon, August 17th, 1907. to reopen at 10 A. M., September 3d, 1907.

G. M. BORDEN, Secretary.

UNITED CIGAR MANUFACTURERS

COMPANY.

New York, August 7th, 1907.

PREFERRED DIVIDEND NO. 5.

A quarterly dividend of ONE AND THREEQUARTERS PER CENT, will be paid on the Preferred Stock of this Company on September 1st,
1907, to stockholders of record at the close of business on August 20th, 1907. The Preferred Stock
Transfer Books will close at three o'clock P. M.,
August 20th, 1907, and reopen at ten o'clock A. M.,
on September 3d, 1907.

MAURICE WERTHEIM, Temporary Secretary.

AMERICAN SUGAR REFINING CO.

JERNEY CITY, August 13th, 1907,
The Board of Directors of the American Sugar
Refining Company have declared the following
dividends, payable October 2nd, 1907;
On the Perferred Stock a quarterly dividend
of 14%.
On the Common Stock a dividend of 13,0%.
The transfer books will close on August 31st
at noon and reopen on October 3rd, 1907.

ARTHUR DONNER, Treas.

NATIONAL BISCUIT COMPANY. NATIONAL BISCUIT SUBJECT AND THE regular quarterly dividend of ONE AND THREE-QUARTERS PER CENT. on the Preferred to stock has been declared payable August 31st, 1907, to stockholders of record at the close of business August 17th, 1907. Transfer books will be closed from August 19th, 1907, to August 31st, 1907, both Inclusive.

F. E. BUGBEE, Treasurer.

DETROIT UNITED RAILWAY. Coupons due August 15, 1207, from Detroit United Railway 3 Year 5% Collateral Trust Gold Notes, will be paid on and after that date on presentation at the office of Kean, Van Cortlandt & Co., New York.

G. H. RI'SSELL Treasurer

PROPOSALS Office of the President of the Borough of Manhattan, City Hall, The City of New York.

SEALED BIDS ONE ESTIMATES will be received by the President of the Borough of Manhattan, at the City Hall, Room No. 16, until 2 o'clock P.M. on MONDAY, AUGUST 26, 1807. For the installation and construction of a suction or vacuum cleaning system in the Criminal Courts Building, bounded by Centre, Franklin, Lafayette and White streets, Borough of Manhattan, City of New York

and White streets, Borough of Manhattan, City of New York.

For full particulars see City Record.

HENRY S. THOMPSON,

Acting Borough President and Com-missioner of Public Works.

The City of New York, August 14, 1907. ARMY BUILDING, Whitehall St., New York, August 15, 1907.—Sealed proposals, in triplicate, will be received here until 12 o'clock M., August 30, 1907, for supplying and delivering Oats, Hay, Straw, Corn and Bran at New York City during nine months commencing October 1, 1907. Information furnished on application. U. S. reservesthe right to reject or accept any or all proposals or any part thereof. Envelopes containing proposals should be marked "Proposals for Forage, to be opened August 30, 1907," and addressed Col. WM. S. Army,

U. S. ENGINEER OFFICE, Room F-7, Army Building, New York, N. Y., Aug. 15, 1907,—Sealed proposels for furnishing rubble stone and quarry spalls for constructing and repairing dikes in Hudson River, N. Y., will be received here until 12 M., Sept. 2, 1807, and then publicly opened. Information furnished on application.

JOHN G. D, KNIGHT, Col. Engrs.

FORT WOOD, N. Y. H., August 15, 1907, —Sealed proposals, in triplicate, for foundations, painting and erection of 100 foot fron Flagstaff at this post will be received here until 19:50 A. M., August 30, 1907. The U. S. reserves the right to reject any or all bids. Information furnished on application, Envelopes containing proposals should be indorsed "Proposals for erection of flagstaff" and addressed to the undersigned, G. C. BURNELL, Constg. Q. M. DEPARTMENT OF DOCKS AND FERRIES. Scaled estimates for placing filling in rear of ferry structures at 39th st., Brooklyn (Contract 1085), and for placing filling in rear of ferry structures at Canal street, Stapleton, S. I. (Contract 1089), will be received by the Commissioner of Docks at Pier "A," North River, until 12 o'clock noon, Friday, August 16th, 1907.

(For particulars see City Record.)

DEPARTMENT OF DOCKS AND FERRIES.
Scaled estimates for grading and constructing
pedestrian approaches between West 22d and West
23d streets. North River, and for laying granite
pavement between West 13th and West 14th streets.
North River (Contract 1099), will be received by
the Commissioner of Docks at Pier A. Battery
Place, until 12 o'clock (noon) on Monday, August
19, 1907. (For particulars see City Record.)

DEPARTMENT OF DOCKS AND FERRIES.
Sealed estimates for building freight sheds on
Piers 60, 61 and 62 and on the adjoining lateral extensions between West 19th and West 22d streets.
North River (Contract 1091), will be received by the
Commissioner of Ibocks at Pier A, Battery Place,
until 12 o'clock (noon) on Wednesday, August 21,
1907. (For particulars see City Record.) DEPARTMENT OF DOCKS AND FERRIES.
Scaled estimates for furnishing and delivering
sand and broken stone (Contract No. 1102) will be
received by the Commissioner of Docks at Pier
"A." Battery Place, until 12:00 o'clock noon, Tuesday, August 27th. 1907.
(For particulars see City Record.)

DEPARTMENT OF DOCKS AND FERRIES, Scaled estimates for furnishing machine tool (Contract 1070) will be received by the Commissioner of Docks' at Pler "A." Battery Place, unt 12 o'clock noon, Tuesday, August 27th, 1907. (For particulars see City Record.)

DEPARTMENT OF DOCKS AND FERRIES. Sealed estimates for furnishing rip-rap (Contract 1931) will be received by the Commissioner of Docks at Pier A, Battery Place, until 12 o'clock (noon) on Monday. August 19, 1907. (For particulars accity Record.)

U. S. ENGINEER OFFICE, Jacksonville, Fla. July 15, 1907. Sealed proposals for dredging in Tampa Bay, Florida, will be received here until 12 o'clock noon, Aug. 16, 1907. and then publicly opened. Information on application. FRANCIS R. SHUNK, Maj. Engrs. NEW YORK, NEW HAVEN & HARTFORD R.P.

NEW YORK, NEW HAVEN & HARTFORD R.R.

Trains depart from Grand Central Station, 42d
St. and 4th Av. as follows, for:
BOSTON, via New London and Prov.—118:00,
118:000, \$18:00, \$15:00, \$15:00, \$12:00 P. M. Via
Willimantic—16:01 A. M., \$12:00 P. M. Via Springfield—19:14 A. M., \$12:00 P. M.
White Mis., St. Albans and Quebec—1:118:40 A. M.,
19:00 P. M.
Worcester and Pitchburg, via Putnam—13:50 P. M.
Vorcester and Pitchburg, via Putnam—13:50 P. M.
Portland and Bar Haroor, via Worcester, 1:18:00 P. M.
GREAT BARRINGTON, \$10:00 A. M., \$12:0, \$133 P. M.
Pittspiell—14:34, \$19:00 A. M., \$12:0, \$133 P. M.
Ticket offices at cGrand Central Station and
ci25th St., also at c245, 120, c1334 Biway, c25 Union
Square, c182 Fifth Ave., c245 Columbus Ave., c649
Madison Ave., c105 West 125th St., 2798 Third Ave.,
in Biyn, c4 Court St., 479 Nostrand Ave., 300 Biway,
*Pally, 1Except Sundays, *Ntops at 125th St.
xStops at 125th St. Sundays only, (Parlor car
limited, \$20.00 A. St., Sundays only, (Parlor car
classification) at 125th St. Sundays only, (Parlor car
limited, \$20.00 A. St., Sundays only, (Parlor car
classification) at 125th St. Sundays only, (Parlor car
limited, \$20.00 A. St., Sundays only, (Parlor car
car
capacity of the stress of the

SUPREME COURT.
Trial Desired in Oneida County.
Pascal C. J. DeAngells as Assignee for the Benefit of Creditors of Robert H. Doxtater and Wesley E. Doxtater, individually, and composing the firm of R. H. Doxtater & Co., Plaintiff.

SUMMONS.

E. Doxtater, Individually, and composing the firm of R. H. Doxtater & Co., Plaintiff.

Robert H. Doxtater & Co., Plaintiff.

Robert H. Doxtater, Wesley E. Doxtater, J. P. Holdridge, G. Hollenbeck, J. E. Mitchell, W. W. Getman, N. R. Miller, E. E. McFarland, J. V. Sweating, Henry R. Hill, W. Lindsley, J. R. Chapman, A. Brodock, A. N. Peckham, A. F. Snell, Charles Hunt, George W. Wheeler, N. Duros, S. H. Brewster, J. Harmon, A. Holcomb, J. S. Clelland, William Ford, J. W. Thomson, W. H. Williams, Ellsworth Franklin, Treasurer; J. E. Bielby, Treasurer; F. Cooper, Anthony Whipple, Williams, Ellsworth Franklin, Treasurer; George H. Davia, A. Lawrence, S. Wardwell, F. Perrott, J. G. Heits, Son, Oliver Rinkle, Mortsville Creamery, J. Bushnell, H. D. Morchouse, B. P. Wailing, National Park Bank, First National Bank of Rome, Justice, J. Bushnell, H. D. Morchouse, B. P. Wailing, National Stevens, as receiver of Central National Bank of Rome, Justice, J. P. Dean, William Wills, A. M. Collignon, John Thalion, George C. Mason & Co., Stepheu, Underhill, C. A. Allen, C. F. Mattlage, J. R. Collignon, John Thalion, George C. Mason & Co., Stepheu, H. C. Carter, Mary Benedict, Wills Brothers Company, W. S. Carrington, John P. Nichols, Samuel H. Newberry as administrator of the estate of William A. Crandkil, The Metropolitan Telephone and Telegraph Company, Mrs. L. V. B. Warner, Clara F. Cassidy, Casper Welsmantle, —Marriott, Clarence Williams, Dr. K. G. Broga, Maria F. Parks, Michel Cohen, and all the creditors and representatives of creditors of Robert H. Doxtater & Co., and Robert H. Doxtater and Wesley E. Doxtater, individually, whose names are unknown to the plaintiff and who are designated and included in this action as a class under the fielduon names of John Doe, Elehard Roe and Mary Doe, Defendants.

of John Doe, Richard Roe and Mary Doe, Defendants,
TO THE ABOYE NAMED DEFENDANTS;
YOU ARE HERBY SUMMONED to answer
the complaint in this action and to serve a copy
of your answer on the plaintiff's attorney within
twenty days after the service, of this summons,
exclusive of the day of service, and in case of your,
failure to appear, or answer, judgment will be
taken against you by default for the relief demanded in the complaint.

Dated, Utica, N. Y., January 23, 1904.
W. A. MATTESON,
Plaintiff's Attorney.
Office and Post Office Address, 115 Genesee Street,
Utica, N. Y. Utica, N. V.
TO THE ABOVE NAMED DEFENDANTS:
The foregoing amended summons is served

TO THE ABOVE NAMED DEFENDANTS:
The foregoing amended summons is served upon
you by publication pursuant to an order of Hon.
W. S. Andrews, a Justice of the Supreme Court
of the State of New York, dated the 6th day of
July, 1907, and filed with a copy of the complain
in the office of the Clerk of the County of Oneida,
in the City of Utica, in the County of Oneida, in
said State.

Dated Utica, N. Y., July 9, 1907,

W. A. MATTESON,
Plaintiff's Attorney,
115 Genesce Street, Utica, N. Y.

NEW YORK SUPREME COURT.—
Trial desired in the County of New York.
EMMA E. GROSS, as executrix under the last
will and testament of Rudolph Gross, deceased,
plaintiff, against CARL NEUENDORFFER, also
known as Charles Neuendorffer, and REGINA
NEUENDORFFER, his wife; EMIL C. FOERSTER
and AUGUSTA FOERSTER, his wife; WILLIAM
MYLIUS, VICTORIA REALTY COMPANY, GABRIEL BRERARD and "JANE" BRERARD, his
wife, the said first name "Jane" being fictitious,
said defendant's true name being unknown to
plaintiff; SALLIE GREENTHAL, CHARLES H.
BERMINGHAM and "MARY" BERMINGHAM,
his wife, said first name "Mary" being fictitious,
said defendant's true name being unknown to
plaintiff; STEPHEN P. CUSHMAN, as trustee in
bankruptcy for Emil C. Foerster, bankrupt; TITLE
GUARANTEE AND TRUST COMPANY, ESTELLA
SEYMOUR, MORTIMER F, PORTER, ANNIE F.
RAYMOND, Defendants.
TO THE ABOVE NAMED DEFENDANTS:
YOU ARE HERREY SUMMONED to answer
the complaint in this action, and to serve a copy of NEW YORK SUPREME COURT .-

YOU ARE HEREBY SUMMONED to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear, or answer, judgment will be taken against you by default, for the relief demanded in the complaint. omplaint.
Dated May 8th, 1907.
LOUIS WENDEL, JR.,
Attorney for Plaintin. LOUIS WENDEL, JR.,
Altorney for Plaintiff.
Office and P. O. address, 277 Broadway, Borough
of Manhattan, City of New York.
To the above named defendants, CARL NEUENDORFFER, also known as Charles Neuendorffer,
REGINA NEUEN-DORFFER, EMIL C. FOERSTER,
AUGUSTA FOERSTER, GABRIEL BRERARD.
"JANE" BRERARD, the said first name "Jane"
being fictitious, said defendant's true name being
unknown to plaintiff, ANNIE F. RAYMOND:
The foregoing summons is served upon you by
publication pursuant to an order of the Hon. M.
Warley Plaizek, Justice of the Supreme Court of
the State of M. W York, dated the Tith day of July,
1807, and filed with the complaint in the office of
the Clerk of the County of New York, at the County
Court House in the Borough of Manhattan, City
of New York, July 15, 1907.

Court House in the Borough of Manhattan, City of New York,
Dated, New York, July 15, 1907.
LOUIS WENDEL, JR.,
Attorney for Plaintiff.
Office and P. O. address 277 Broadway, Borough of Manhattan, City of New York.

NEW YORK SUPREME COURT. Trial desired in the County of New York. THE HANOVER NATIONAL BANK OF THE CITY OF NEW YORK, Plaintiff. SUMMONS

THE EXCHANGE BANK OF Defendant. Defendant. J
TO THE ABOVE NAMED DEFENDANT:
YOU ARE HEREBY SUMMONED to answer the complaint in this action and to serve a copy.
Of your answer on the plaintiff's attorney within twenty days after the service of this summons. exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default, for the relief demanded in the complaint.

Office and Post Office address 26 Liberty Street,
Borough of Manhattan, New York City.
To the Exchange Bank of Macon, Georgia, Defendant: fendant:
The foregoing summons is served upon you by publication, pursuant to an order of Honorable M. Warley Platzek, a Justice of the Supreme Court of the State of New York, dated the 18th day of July, 1907, and filed on the 16th day of July, 1907, with the complaint, in the office of the Clerk of the County of New York, at the County Court House, in the City and County of New York, in said State. Dated July 16th, 1907.

PERCY S. DUDLEY,
Plaintiff's Attorney,
Office and Post Office address 26 Liberty Street,
Borough of Manhattan, New York City.

NEW JERSEY CENTRAL

Time shown below from Liberty St. Station. Leave West 23d St. 10 minutes earlier except as PHILADELPHIATWO-HOURTRAIN EVERY HOUR ON THE HOUR. j*12.15, 6.30, m7.00, m*8.00, 8.30, *9.00, \$*10.00, *11.00, 11.30, m*12.00, \$*1.00, 1.30, *2.00, *3.00, *4.00, \$*5.00, 5.30, m*6.00, *7.00, *8.00, *9.00, p10.30

p. m., 1°12.15 mdt.

BALTIMORE AND WASHINGTON.—z*1.30, *8.00, *12.00, *12.00, *12.400, *7.00, *7.00.

LAKEWOOD AND LAKEHURST—z4.00, 10.00 a, m., 1.30, k3.40, 5.00 p. m. Sundays, 7.00, 10.00 a, m., 2.30 p. m.

ATLANTIC CITY—*10.00 a, m., x1.00, p2.30, k3.40 Ap. D. Ashury Park, Ocean Grove (Sundays, North Ashury Park), 24.00, 8.30, 11.30 a. m., ex12.40, x1.20, 1.30, 3.30, b011.35, g4.45, b5.15, 5.30, 6.30, 112.01. Sundays, except Ocean Grove, z8.30, 9.15, 10.00 a. m., 4.00, 8.30, p. except Ocean Grove, 28.30, 9.15, 10.00 a. m., 4.00 s. M., 5.00 bright, Monmouth Beach, Long Branch, Asbury Park and Ocean Grove, Leave Pier 81, N. 16, (42d St.), 9.00, 9.35, 10.30 a. m., 12.30, 1.30, 3.00, 4.15, 5.40, 7.45, Sundays, 9.00, 10.00 a. m., 1.00, 3.30, 7.45 p. m., Leave Pier 10, N. R. (Cedar St.), 9.20, 10.00, 11.00 a. m., 1.00, 2.00, 3.45, 4.45, 6.00, 8.10, S.10, Sundays, 9.30, 10.30 a. m., 1.30, 4.00, 8.10 p. m. 8.10. Sundays, 9.30, 10.30 a. m., 1.30, 4.00, 8.10
p. m.
Time tables giving time to EASTON, BETHLE.
HEM, ALLENTOWN, MAUCH CHUNK, WILKESBARRIE, SCRANTON, READING, HARRISBURG,
POTTSVILLE, WILLIAMSPORT and all other
points can be obtained at following offices: Liberty
St. (W. 23d St. Tel. 3144 Chelsea), 6 Astor House,
245, 434, 1300, 1354 Broadway, 182 5th Av., 23 Union Square West, 2798 3d Av., 103 West
125th St., 243 Columbus Av., New York; 4 Court
St., 343, 344 Fulton St., 479 Nostrand Av., Brooklyn; 390 Broadway, Williamsburg, New York
Transfer Co, calls for and checks baggage to destination. Transfer Co. calls for and charles thation.

*Daily. Daily except Sunday pSundays. Parlor cars only. mDining car except Sundays. XSaturdays only. zLiberty st. only. 5Dining car Sundays. Flining car daily. bExcept Saturdays. fExcept Long Branch. From West Twenty-third street—cl2.20 p. m., g4.30 p. m., j11.50 p. m., has.

O4.20 p. m., g4.30 p. m., j17.00 p. ac., O4.20 p. m., W. G. BESLER, Vice-Pres. & Gen. Mgr. Gen. Pass'r Agent. Baltimore & Ohio Railroad ROYAL BLUE LINE TRAINS
"EVERY OTPER HOUR ON THE EVEN HOUR"
TO BALTIMORE & WASHINGTON | Leave New York City. | 28d St. Lib'y St. WASHINGTON, Sleepers, Daily | 11.50 pm | 1.80 am WASHINGTON, Diner, Daily | 7.60 am | 8.00 am WASHINGTON, Diner, Daily | 11.50 am | 12.00 n'n WASHINGTON, Buffet, Daily | 1.50 pm | 12.00 n'n | THROUGH DAILY TRAINS TO THE WEST.
Leave Now York City. 23d St. Libby St.
Chilcago, PITTSBURG. 7.30 am. 8.00 am.
Chilcago, COLUMRUS. 11.50 am. 12.00 am.
PITTSBURG. CLEVELAND. 3.50 pm. 4.00 pm.
PITTSBURG LIMIT: 0. 6.50 pm. 7.00 pm.
CINCL. ST. LOUIS. LOUISV. 11.30 pm. 130 am.
CINCL. ST. LOUIS. LOUISV. 5.50 pm. 6.00 pm.
CINCL. ST. LOUIS, LOUISV. 5.50 pm. 6.00 pm.
Offices: 245, 434, 1300 Broadway. 6 Astor House.
108 Greenwich St., 25 Union Square W., 301 Grang:
St., N. V. 3:3 Fulton St., Erosklyn: West 23d 24, and Liberty St.
After 6 P. M. Sleeping Car Reservations and fulinformation regarding trains, &c., can be obtained at Bureau of Information. 8. &c. on be obtained at Bureau of Information. 8. &c. O. R. R., 23d St.
Terminal, Phone No. Chelsea 3141.

EHICH VALLEY. Foot of West 23d A. Cortlandt and Desbrosses Sta B. Daily. Sunday: 67.23. b9 23, e7.15. d9.45. n5.25. x5.45.